



Sailors Helping Sailors, Marines Helping Marines

This issue of *Mech* is a good example of why maintainers need to pay attention and help each other. Dropped drop-tanks, unintentional activation of flares or chaff, and inadvertent firing of CADs, all can spell trouble.

You may have heard of our Sailor-to-Sailor Safety program. We taped testimonials about DUIs, off-duty incidents, and on-duty mishaps; and I was horrified to listen to a maintainer tell the story of a flare mishap aboard a carrier last year.

In that incident, a shipmate was burned terribly. That mishap still is under investigation, so we can't discuss specifics or even share the video that we taped. However, it fits the theme of this current issue.

When maintainers don't pay attention, are tired, or don't use the book, bad things happen. Heed the

warnings found in each of these stories. Challenge your fellow maintainers to follow written instructions, adhere to good maintenance practices, and use all safety and protective equipment.

It never ceases to amaze me, when we have a preventable mishap, that no one stepped up to the plate to prevent it, despite obvious opportunity to do so. Sailor to Sailor, Marine to Marine...let's work together and stop these senseless errors and mishaps. One person can make a difference when you commit yourself to not allowing shoddy maintenance to occur at your command.

RADM A. J. Johnson

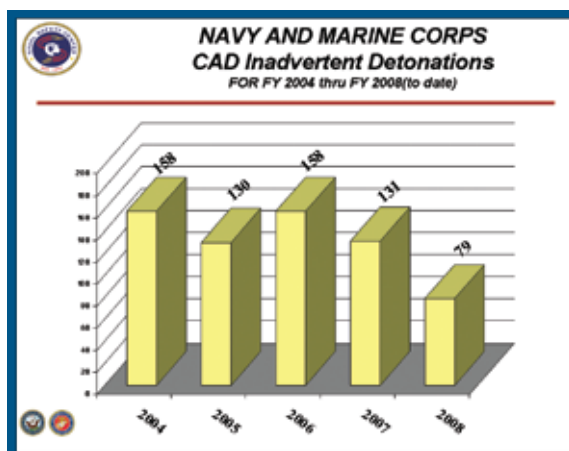
A Final Goodbye

By Dan Steber

This issue is about a problem we face from time to time: inadvertent activation of CADs, flares, and chaff. I threw in a few examples of dropped drop tanks, too, because we also have had a few of them.

The CAD numbers are clear, and I've included some for you to review. You can see that the numbers fluctuate, but they are excessive.

The admiral pointed out how bad it can get in his intro. I had the pleasure of filming those Sailor-to-Sailor spots and also suffered the pain of hearing some of those stories. The move to video has come to the Naval Safety Center, and I now will be involved with it on a day to day basis.



We hope to do some interesting things and already are introducing a podcast and vod-cast site. We have been shooting celebrity public service announcements, victim testimonials, and informational spots.

I hope to do some maintenance-related videos in the near future and do things of interest that also will be educational. That includes a series of spots on maintenance programs that will show what makes some

good and others bad.

It's been a joy for the past eight years to have been the editor. I'm moving into the video world, but maintainers will still be part of my work.

I am truly honored to have been the editor of *Mech* and incredibly proud of the hundreds of maintainers who wrote e-mails and told leaders that the magazine was an integral part of your day-to-day safety efforts. You told us how you used *Mech* in shop training and safety lectures and the critical role it played in maintenance and safety efforts.

Mech is your magazine. I simply was the lucky guy to assemble it each quarter and bring useful stories to light.

LCDR John Ruane will take over. John was a plane captain in E-2s and a maintainer in P-3s before becoming an officer. I'm sure he'll do a great job. I'm not going far and will stay involved at some level. Thanks. Dan. ✈

Maintenance and ORM

By Cdr. Bert Ortiz

I mentioned in my last story that I have been fortunate to visit and work with many O- and I-level Navy and Marine Corps aviation units around the world. In addition to the safety surveys and culture workshops that give you a unique perspective on both positive and negative trends, we also provide a good look at how ORM is being implemented in the fleet.

In this and every issue of *Mech*, you will read stories of woe from the maintenance world. I believe most of these incidents could have been mitigated through proactive use of ORM. Whether the long, deliberate five-step process or on the fly, time-critical type, maintainers must identify the hazards being faced, assess the risk, make risk decisions, implement controls, and supervise, supervise, supervise.

This issue, in particular, has several stories about a long-time problem that spikes from time to time: inadvertent activation or ejection of CADs, flares and chaff, along with dropped drop tanks. It seems we face this problem every couple of years. We put a lot of attention on the issue. It stays in check for a few years but then comes back to bite us in the butt. I have a few thoughts about ORM, how it applies in maintenance situations and fits this issue, and about recurring maintenance problems.

We all are tasked with incorporating ORM into everything we do, and to be frank, what we have seen is that the only thing that happens in this area is the yearly training "check in the block." I don't see ORM added to maintenance-training plans. I don't see tangible ORM practices being identified in the safety-council meetings or actively used in shops. I have yet to find an organi-



zation with a true, "model" maintenance-ORM program that I can point at and show you a way to incorporate ORM principles practically. Sure, we see the principles generally applied in maintenance meetings, pre-aircraft wash or move briefs, work-center meetings and passdowns, but these things have not changed in the 30 years I've been in the Navy.

So how do we truly incorporate ORM and have it improve our business in a tangible way? I always recommend each unit do a deliberate review on major maintenance evolutions (engine or stab changes) or even a minor one (aircraft move or wash). Do it during your training day or during the safety-council meeting. Look it up on TRACS, which is the online, total risk-assessment-and-control system. It already may have been done, and you can save time and effort! When you do this deliberate review and identify, assess and mitigate all the risks associated with that evolution, you'll end up with a pretty decent briefing guide for the task.

One additional thing you can do is to ask this question on the bottom of the deliberate review: "What's changed or different today?" This one simple step will make the review valid for the time you use it, and do use it each time you brief a task. Post it on TRACS for others to use as well! It truly can be a great tool to get a fresh look at things each time and really apply all that training in ORM. Go ahead...stir it up!

Next time I'm around your unit, show me what you've done to inculcate ORM in maintenance. Give me the location I can point to as the model program! ✈

Cdr. Ortiz is the maintenance officer at the Naval Safety Center.